



1998-4



**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

COPYRIGHT 1998 by the Ships-in-Bottles Association of America. **ALL RIGHTS RESERVED.** No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person, regardless of ability as a ship-in-bottle builder. For a membership application, please write to the Membership Chairman - DON HUBBARD, P.O. Box 180550, Coronado, CA. 92178 U.S.A. **ANNUAL DUES ARE \$20.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via first Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to DON HUBBARD at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above.

DEADLINE for submission is the second month of each quarter.



BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DR. SPRING HILL, FL. 34606 Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each.

HATS & T-SHIRTS are available in white only. The baseball caps with emblems are \$6.00 each. White T-Shirts with the emblem come in small, Medium, Large for \$15.00 each. Extra large add \$3.00, Extra/Extra Large add \$5.00 each. Please send Check or Money Order Only **PAYABLE TO: Raymond Handwerker** at 5075 Freeport Drive, Spring Hill, Florida 34606 U.S.A. Overseas members add \$2.00 for shipping.

There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

The Bottle Shipwright

Volume 16. Number 4.

Association Officers

JACK HINKLEY.....President
FRANK SKURKA.....Vice-President
DON HUBBARD.....Membership/Treasurer
RAY HANDWERKER.....Editor
SAUL BOBROFF.....Back Issues
RAY HANDWERKER.....Decals/Patches

Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER: Jack Hinkley's Christmas cover, Don Hubbard helped by making it ready for the printer.

BACK COVER. The European Bottle ship. Sign up, Great Mag.

TABLE OF CONTENTS

Sailing School Vessel "TOLE MOUR"	3-4.
Mackinaw Boat by Joe Barr.....	5-8.
The Quest-for the oldest bottled model by Alan Rogers.....	9-10.
Table saw taper jig by Charles Hand.....	11-12.
From the Members.....	13-15.
Books by Frank Skurka.....	16-17.
Holland Vacation by Carole Wilson.....	18-19.
Spindrift by Frank Skurka.....	20.
Notes from the membership Chairman by Don Hubbard.....	21-22.
Models from Japan. Edited by Juzo Okada.....	23-24.



THAT IS ALL!

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

A lot of famous things have happened at high noon. At high noon on Saturday, October 17, 1998 another spectacular event was added. Don Hubbard and Kaye Boldt were married in the Navy Chapel at the San Diego Navy Base. Our heartiest congratulations to them both. And welcome to the SIBAA, K.

In the spirit of good news I wish all of the members of the Ships-in-Bottles Association of America a HAPPY HOLIDAY SEASON and NEW YEAR.

Work goes on for Mystic 2000. Response has been slow but positive. You still have over a year to make plans and put away those nickels and dimes.

So please send your questionnaire to Frank Skurka so we can make the arrangements with the Museum, Even if you do not plan to go the courtesy of a reply would be appreciated.

HIT THE BOTTLE

Jack

Send Material for the Editor to -----
5075 Freeport Drive. Spring Hill, FL., 34606

Ray Handwerker

First, Nancy and I hope that you all had a safe and happy holiday season. That all your wishes were granted and that you didn't have to wait on long lines to return gifts.

Second I must personally apologize for being so late with this issue. I will not bore you with excuses or reasons.

Third think Mystic 2000, now is the time to be saving your pennies and or vacation time. Frank Skurka is working on the conference as I type. He is also building cradles for his 3 new grand children. And last but by no means least, I must say thank you to all of you who responded with photos, tips, articles and letters praising me for my efforts. Yes I put it together, but without your input I would have had a lot of free time.

You made it possible, I just put it in readable form. So thanks, and keep up the good work.



Now-let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

David R.Crowell, 256 Morrill Rd. Canton New York. 13617.

Per Jakob Fahlen, Vester Bregninge Mark 3, 5970 Årskøbing. Årø, Danmark.

(This gentleman is curator of The Flask Peter Museum)

Susan R. Kafitz, 1839 Tolbut St. Philadelphia, Pa. 19152-1114.

Jean Laperriere, 185 Girouard, St-Eustache, QC, Canada J7R 5H1

Jack William Youngblut, 59 Bruce St. Kitchener, Ontario, Canada N2B 1Y6.

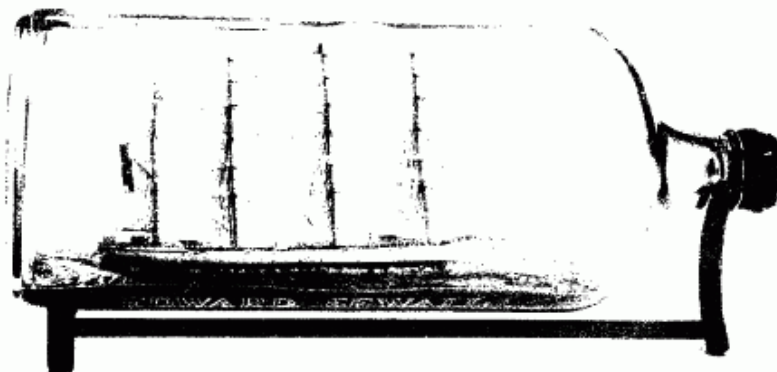
ADDRESS CHANGES.

Glenn Engler, Sun City Grand 16420 W. Tres Hombres Ct. Surprise, Az. 85374.

Richard A. Finney, 7442 Spring Village Dr. PV216 Springfield, Va. 22150.

Herbert Thoem, 542 Sycamore Dr. Qualicum Beach, Canada, BC V9K 1A5.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



The Edward Sewall in a # 80 bottle. Scale 30' = 1" built by Gilbert Charbonneau, Edgecomb, Maine. Photo By Dennis Grigs. Gil is now working on the real thing. The 63' Schooner "Mistral" in Washington State

You can check progress on the web at [HTTP://www.Legendaryyachts.com](http://www.Legendaryyachts.com).

HSV TOLE MOUR.

3.

SAIL	NO.	AREA	PERCENT	NO.	AREA	PERCENT	NO.	AREA	PERCENT
1	1	100	100	2	100	100	3	100	100
4	100	100	100	5	100	100	6	100	100
7	100	100	100	8	100	100	9	100	100
10	100	100	100	11	100	100	12	100	100
13	100	100	100	14	100	100	15	100	100
16	100	100	100	17	100	100	18	100	100
19	100	100	100	20	100	100	21	100	100
22	100	100	100	23	100	100	24	100	100
25	100	100	100	26	100	100	27	100	100
28	100	100	100	29	100	100	30	100	100
31	100	100	100	32	100	100	33	100	100
34	100	100	100	35	100	100	36	100	100
37	100	100	100	38	100	100	39	100	100
40	100	100	100	41	100	100	42	100	100
43	100	100	100	44	100	100	45	100	100
46	100	100	100	47	100	100	48	100	100
49	100	100	100	50	100	100	51	100	100
52	100	100	100	53	100	100	54	100	100
55	100	100	100	56	100	100	57	100	100
58	100	100	100	59	100	100	60	100	100
61	100	100	100	62	100	100	63	100	100
64	100	100	100	65	100	100	66	100	100
67	100	100	100	68	100	100	69	100	100
70	100	100	100	71	100	100	72	100	100
73	100	100	100	74	100	100	75	100	100
76	100	100	100	77	100	100	78	100	100
79	100	100	100	80	100	100	81	100	100
82	100	100	100	83	100	100	84	100	100
85	100	100	100	86	100	100	87	100	100
88	100	100	100	89	100	100	90	100	100
91	100	100	100	92	100	100	93	100	100
94	100	100	100	95	100	100	96	100	100
97	100	100	100	98	100	100	99	100	100
100	100	100	100	101	100	100	102	100	100
103	100	100	100	104	100	100	105	100	100
106	100	100	100	107	100	100	108	100	100
109	100	100	100	110	100	100	111	100	100
112	100	100	100	113	100	100	114	100	100
115	100	100	100	116	100	100	117	100	100
118	100	100	100	119	100	100	120	100	100
121	100	100	100	122	100	100	123	100	100
124	100	100	100	125	100	100	126	100	100
127	100	100	100	128	100	100	129	100	100
130	100	100	100	131	100	100	132	100	100
133	100	100	100	134	100	100	135	100	100
136	100	100	100	137	100	100	138	100	100
139	100	100	100	140	100	100	141	100	100
142	100	100	100	143	100	100	144	100	100
145	100	100	100	146	100	100	147	100	100
148	100	100	100	149	100	100	150	100	100
151	100	100	100	152	100	100	153	100	100
154	100	100	100	155	100	100	156	100	100
157	100	100	100	158	100	100	159	100	100
160	100	100	100	161	100	100	162	100	100
163	100	100	100	164	100	100	165	100	100
166	100	100	100	167	100	100	168	100	100
169	100	100	100	170	100	100	171	100	100
172	100	100	100	173	100	100	174	100	100
175	100	100	100	176	100	100	177	100	100
178	100	100	100	179	100	100	180	100	100
181	100	100	100	182	100	100	183	100	100
184	100	100	100	185	100	100	186	100	100
187	100	100	100	188	100	100	189	100	100
190	100	100	100	191	100	100	192	100	100
193	100	100	100	194	100	100	195	100	100
196	100	100	100	197	100	100	198	100	100
199	100	100	100	200	100	100	201	100	100
202	100	100	100	203	100	100	204	100	100
205	100	100	100	206	100	100	207	100	100
208	100	100	100	209	100	100	210	100	100
211	100	100	100	212	100	100	213	100	100
214	100	100	100	215	100	100	216	100	100
217	100	100	100	218	100	100	219	100	100
220	100	100	100	221	100	100	222	100	100
223	100	100	100	224	100	100	225	100	100
226	100	100	100	227	100	100	228	100	100
229	100	100	100	230	100	100	231	100	100
232	100	100	100	233	100	100	234	100	100
235	100	100	100	236	100	100	237	100	100
238	100	100	100	239	100	100	240	100	100
241	100	100	100	242	100	100	243	100	100
244	100	100	100	245	100	100	246	100	100
247	100	100	100	248	100	100	249	100	100
250	100	100	100	251	100	100	252	100	100
253	100	100	100	254	100	100	255	100	100
256	100	100	100	257	100	100	258	100	100
259	100	100	100	260	100	100	261	100	100
262	100	100	100	263	100	100	264	100	100
265	100	100	100	266	100	100	267	100	100
268	100	100	100	269	100	100	270	100	100
271	100	100	100	272	100	100	273	100	100
274	100	100	100	275	100	100	276	100	100
277	100	100	100	278	100	100	279	100	100
280	100	100	100	281	100	100	282	100	100
283	100	100	100	284	100	100	285	100	100
286	100	100	100	287	100	100	288	100	100
289	100	100	100	290	100	100	291	100	100
292	100	100	100	293	100	100	294	100	100
295	100	100	100	296	100	100	297	100	100
298	100	100	100	299	100	100	300	100	100
301	100	100	100	302	100	100	303	100	100
304	100	100	100	305	100	100	306	100	100
307	100	100	100	308	100	100	309	100	100
310	100	100	100	311	100	100	312	100	100
313	100	100	100	314	100	100	315	100	100
316	100	100	100	317	100	100	318	100	100
319	100	100	100	320	100	100	321	100	100
322	100	100	100	323	100	100	324	100	100
325	100	100	100	326	100	100	327	100	100
328	100	100	100	329	100	100	330	100	100
331	100	100	100	332	100	100	333	100	100
334	100	100	100	335	100	100	336	100	100
337	100	100	100	338	100	100	339	100	100
340	100	100	100	341	100	100	342	100	100
343	100	100	100	344	100	100	345	100	100
346	100	100	100	347	100	100	348	100	100
349	100	100	100	350	100	100	351	100	100
352	100	100	100	353	100	100	354	100	100
355	100	100	100	356	100	100	357	100	100
358	100	100	100	359	100	100	360	100	100
361	100	100	100	362	100	100	363	100	100
364	100	100	100	365	100	100	366	100	100
367	100	100	100	368	100	100	369	100	100
370	100	100	100	371	100	100	372	100	100
373	100	100	100	374	100	100	375	100	100
376	100	100	100	377	100	100	378	100	100
379	100	100	100	380	100	100	381	100	100
382	100	100	100	383	100	100	384	100	100
385	100	100	100	386	100	100	387	100	100
388	100	100	100	389	100	100	390	100	100
391	100	100	100	392	100	100	393	100	100
394	100	100	100	395	100	100	396	100	100
397	100	100	100	398	100	100	399	100	100
400	100	100	100	401	100	100	402	100	100
403	100	100	100	404	100	100	405	100	100
406	100	100	100	407	100	100	408	100	100
409	100	100	100	410	100	100	411	100	100
412	100	100	100	413	100	100	414	100	100
415	100	100	100	416	100	100	417	100	100
418	100	100	100	419	100	100	420	100	100
421	100	100	100	422	100	100	423	100	100
424	100	100	100	425	100	100	426	100	100
427	100	100	100	428	100	100	429	100	100
430									

Ship Specifications **Marimed Foundation Sailing School Vessel** *Tole Mour*

Certification: Sailing School Vessel (Subchapter R)
Designer: Ewbank, Brooke & Associates, Auckland, New Zealand
Builder: Nichols Bros. Boatbuilders, Freeland, Washington

Specifications

Length Overall	156 feet
Length on Deck	123 feet
Beam	31 feet
Draught	13.5 feet
Displacement	340 tons
Working Sail Area	6,675 sq. feet
Full Sail	8,500 sq. feet
Rig	Three-Masted Topsail Schooner

Machinery

Main Engine	Deutz BA8M816 (564 bhp @ 1,600 rpm)
Generators	85 KW Northern Lights (2 units) 50 KW Northern Lights (1 unit)
Fuel Capacity	40 tons
Water	17 tons
Water Maker	Village Marine 1,000 gal/day R/O (2 units)
Bow thruster	Schottel S-10-6 (65HP)
Air Conditioning	

Instrumentation

Radar (2 units)
 SSB HF and VHF radios
 Weather facsimile
 GPS (Global Positioning System)
 Depth Sounder

Launches

1 outboard launch
 1 rescue boat

Construction

Steel with teak deck overlay
 Alloy deckhouses with teak overlay
 Steel masts, timber spars

Accommodations

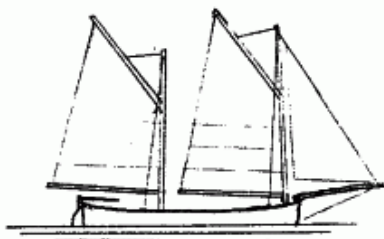
7 double cabins
 2 single cabins
 Bunkhouse for 6
 Forward berthing for 27

Mackinaw Boat

by Joe Barr

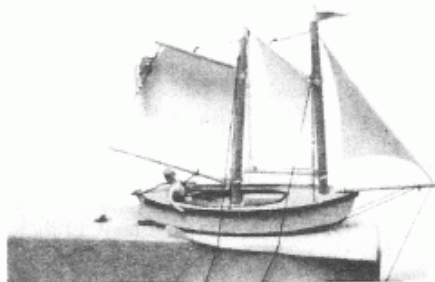
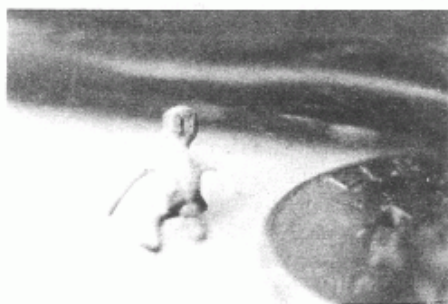
The articles and pictures in *The Bottle Shipwright* teach me so much that I feel obliged to write in gratitude for what I've learned. This article is simply a review of the process of building a ship-in-bottle, in this case a Mackinaw Boat, with a short history of that craft included. There are plenty of books and web sites that give step by step descriptions of the process of building a ship in a bottle, so this article just touches on some aspects of our craft with lots of photos. I've put a quarter in most of the photos to give a sense of the scale. Hopefully, this article will help especially to our new members. First the history.

The Mackinaw Boat is a two-masted fishing craft that was very common on the Great Lakes from the mid-1800s through World War I. These small vessels were originally developed at Collingwood, Ontario by William Watts for the Great Lakes fishing trade. Most were 26-28 feet long since boats of this length could be handled by two men, whereas the larger ones (up to 36 feet long) needed another hand on deck. Although open boats, their foredeck usually went back to the fore end of the centerboard box and there were side decks or washboards which ran aft to the stern. The stern could be sharp or transomed. On Lakes Ontario and Huron, the transomed sterns were preferred, while sharp sterns were preferred on Georgian Bay and Lake Michigan. Fore-and-aft rigged, most of these fish boats had two masts and a long hogged-down bowsprit. The foremast was usually in the eyes while the after or main mast was abaft the centerboard box. The fore mast was usually taller than the after mast, although the main boom and gaff were longer than the fore to give about equal sail area to both fore and main masts. For safety, the fish boats usually sailed in pairs to the fishing grounds. When they got there, the boats would sail to the downwind buoy of their gill nets. The sails were lowered while the men worked. The buoy would be lifted over the stern quarters with the main boom swung forward to give an open area aft for the men to work pulling up the gill net. The centerboard would be lifted, the rudder would be taken off and the boat would be pulled along stern first as the men pulled up the gill net. Just prior to World War I, gas engines were introduced in this trade. By the end of that war, the age of sail was over for the Great Lakes fishing industry. A typical sailing fish boat lasted 20 to 25 years and worked every day unless stopped by weather, ice or the Sabbath. As the fishermen turned to gas engine boats, their sailing boats were used for yachting and became known as Mackinaw boats. Few records and plans of these boats exist, but in their day there were literally thousands of them on the Great Lakes. The plans for this model were developed by comparing photos of this craft. From what I've read about this craft, the sailing fish boats or "Mackinaw boats" were unique to the Upper Lakes.

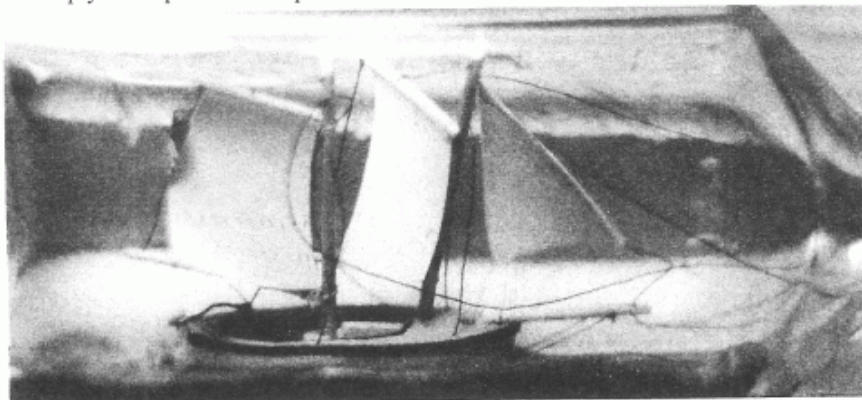


I use 1/8" bass wood dowels, sanded down to a thinner diameter, for the masts and spars. I like the bass wood because it stands up well to the process of drilling holes for the rigging. I've tried bamboo sticks but they end up splintering when I drill them.. For this model, I stained the masts a maple color and painted the spars white. For this model, I did not use the bent-wire hinge technique for the masts. Instead, I drilled holes into the hull. This way the masts do not collapse, but fit directly into the holes. However, the stays need to be loose so that after the boat is placed into the bottle, the masts can be glued in place, the stays tightened, glued and trimmed.

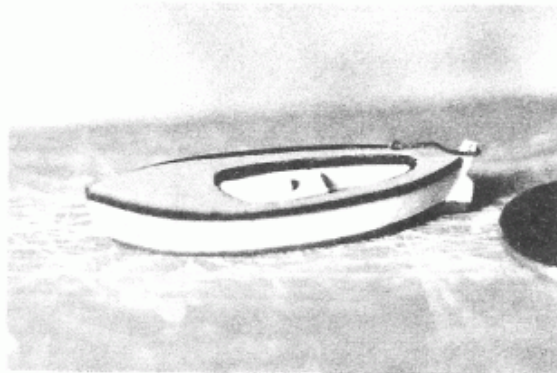
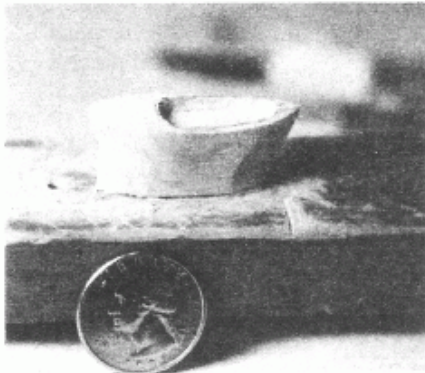
Since the Mackinaw boats were small craft, I felt obliged to put a person in this model. To do this I carved the head and torso from a round tooth pick, then drilled through the shoulders and inserted wired arms. I bent a piece of wire for the legs and feet and glued that to the guy's bottom. I used plain white glue, but I put it on rather thickly. When I painted the guy, I felt that he looked rather faceless and so I glued on a small wood shaving for a nose and repainted the head. Here's a picture of him sitting next to a quarter.



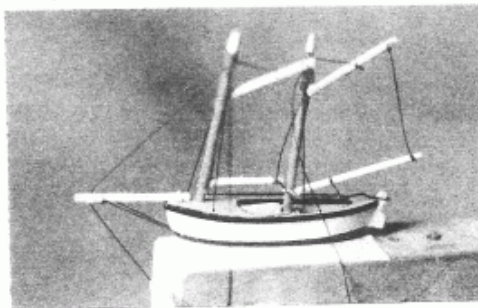
I use acid free paper for my sails. Since this paper is hand made, it does not stand up to a lot of handling like commercially made paper does, but it should last forever in a bottle. The pennant and American flag are hand painted on the same acid free paper. I use a brush with just a few bristles to paint the stripes on the American flag, but I find the scale too small to add any stars to the blue field. I also paint the edges of the flags since at this scale, the white cut edge of the paper looks out of place. The photo above shows the model ready for the bottle with masts and the sailor simply set in place for the photo.



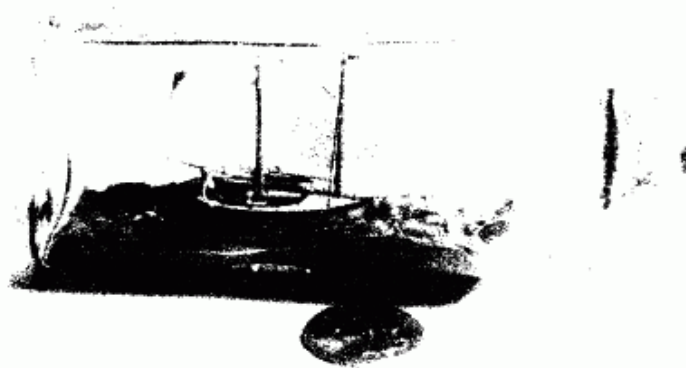
The first photo shows the rough carved hull.. I used a scrap piece of pine since it is so easy to carve. With this model, I had to carve an oval shape deeply into the top of the hull so as to have the open space for a centerboard and seats.



After cutting the hull the correct height, I sanded the hull and added a rudder. For the rudder, I cut a small piece of wood to shape. To attach the rudder to the hull, I cut a groove in the aft end of the hull and glued the rudder into it. I painted the external hull white with an aqua top and a red bottom. I've read articles about different techniques for painting a straight water line, but I just paint it free hand and I've had good results. For the rudder handle, I bent a piece of wire and pinched the wire onto the rudder using my needle nose pliers. I cut two seats and a centerboard box from scrap pieces of pine, glued these into the hull, and gave the inside of the hull a thin coat of clear nail polish. To finish the hull, I painted an HO scale 1x4 piece of styrene black, then glued it around the top of the exterior of the hull and around the top of the open oval with cyanoacrylate glue – this gives a nice finished look. The cyanoacrylate glue is very easy to work with, but you do have to be careful to keep it off of your fingers. To work with this glue, put a drop on a plastic lid and apply it to your work piece by dipping a piece of wire into the drop and applying a very thin coat to the piece that you'll be gluing. The coat doesn't have to be continuous – I've put tiny drops regularly spaced and found that this works very well. I'm always amazed that the drop of cyanoacrylate glue lasts so long in the open air, yet it glues pieces together almost instantly.



Before I started building the boat, I put colored glazing putty in the bottle. When I finished making the boat, the glazing putty had set enough for me to insert the boat. The large photo on the previous page shows the boat glued in place – the aft mast is also glued. The fore mast is out of the drilled hole and all of the lines are loose.



Above, you see the completed model. A turk's head knot covers the cap threads on the neck of a 1950's era 100 cc medicine bottle. The sailor is glued in place as the wind whips the waves and sails. I finished off the model by melting sealing wax onto the cork that I cut flush with the bottle and I made an impression of an anchor into the wax with an old button.

One last thought from the Editor.

I wish I was, what I was, when I wished I was what I'am now.

The Quest.....for the oldest bottled model.

by Alan Rogers - Editor of "Bottleship" the magazine of the European Association of Ships in Bottles

Members of the European crew have been out and about, scouring the museums and collections in search of the oldest bottleship or bottled model. It is known that objects were put into bottles from the early 18th century onwards and our old friend **Bob de Jongste** from Holland has been on the trail of one of them: He sent me an article earlier this year about an incredible little man **Matthew Buchinger**, born in Nuremburg, in Germany on June 2nd 1674, without hands, feet or legs, who lived for part of his life in England and who made amongst other things, a model of a mine in a bottle. The model, it seemed, was originally kept at Snowhill Manor in England. Snowhill, is in Worcestershire and the Manor is administered by the **National Trust**, so, armed with the address which I obtained from my local library, I wrote to the curator and asked if he could confirm that the model was still indeed at the Manor and whether there were photos. I received a reply to say that yes it was still there, no photos were available but would I like to visit and take some myself. It was to be a priority day-trip during the summer holidays for Julie and I and what a treat it was!

Snowhill Manor is a mainly Tudor hall-house built of warm local stone at the head of a secluded valley in about 1500 and extended in the early 17th and 18th centuries. It was the home of Charles Paget Wade, an architect, who bought it in 1919 and during the following years filled it with his collection of craftsmanship and design. The collection was made by Charles not of items because of their rarity or value but as a record of vanished handicrafts. Every room, from the ground floor to the attics was filled with items, some rooms devoted to a particular subject - one room was full of toys, another with bicycles, farm implements, etc. There was a number of large ship models and finally in a room called Zenith, Matthew's model. The curator was most helpful, taking the bottle from its display cabinet and into another room where there was more light for photography.



The bottle was about 20cm high, (I forgot to measure it exactly), square as you see, with a trick stopper. I certainly didn't expect to see such fine quality modelling or such careful painting but, except for the bottle which was extremely dirty inside, it is a gem ! Little figures dressed in knee-length trousers and with little flat green hats are standing on the upper level, one with an axe, apparently cutting a pit-prop.

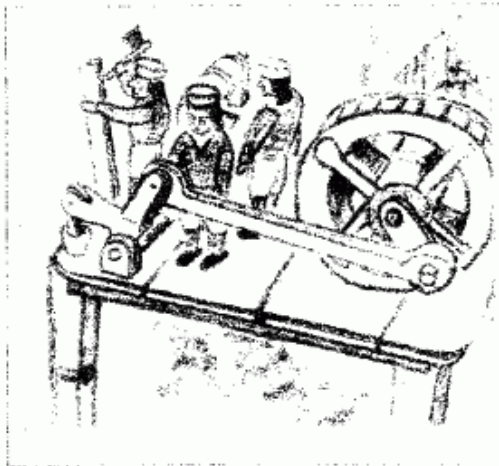
The inscription on paper inside the bottle reads:-

*"October the 20. 1719. This Work in This Bottle
is Made by me Matthew Buchinger, born Without
Hands or Feet in Germany. Jan'y ye 3. 1674"*

There is a water wheel connected by a con rod and crank to act presumably as a pump to lift water from the lower level and a windlass (the 'engine' referred to above) for raising the minerals to the surface. Details on the lower level are difficult to see because of the poor state of the bottle's interior surface, but there are some figures at work underground with picks and tiny heaps of mineral like pyrite with a slight sparkle to it.

Illustrated (right) is part of the upper level showing the water driven pump and three of the miners. (A fourth figure, who is turning the handle of the windlass to raise or lower a balk of roof-support timber to or from the lower level has been omitted him for sake of clarity.)

Matthew has even included a clever trick stopper to complete his model.



Matthew Buchinger 1674 - 1722

This amazing little man, born with such a severe handicap, and just twenty nine inches in height (about 73 cm) nevertheless triumphed over his disability in an extraordinary manner: Married at least twice, possible four times according to one writer, he is said to have had eleven children. He became an artist, producing drawings, landscapes and calligraphy; he was also an accomplished juggler and conjurer, he played at least half a dozen musical instruments and became one of the most famous and versatile entertainers of the eighteenth century.

What a delightful model and what is more, made by a man with such a physical handicap!! Julie and I both thoroughly enjoyed our day. My special thanks to Bob de Jongste for starting me off on this fascinating quest. Do visit Snowhill if you ever come to England.

Alan Rogers Somerset U.K.

Bibliography

Ten Thousand Wonderful Things ed. Edmund Fillingham King M.A.
Learned Pigs and Fireproof Women Ricky Jay 1986

AN HERMAPHRODITE TABLE SAW TAPER JIG

by

Charles Hand

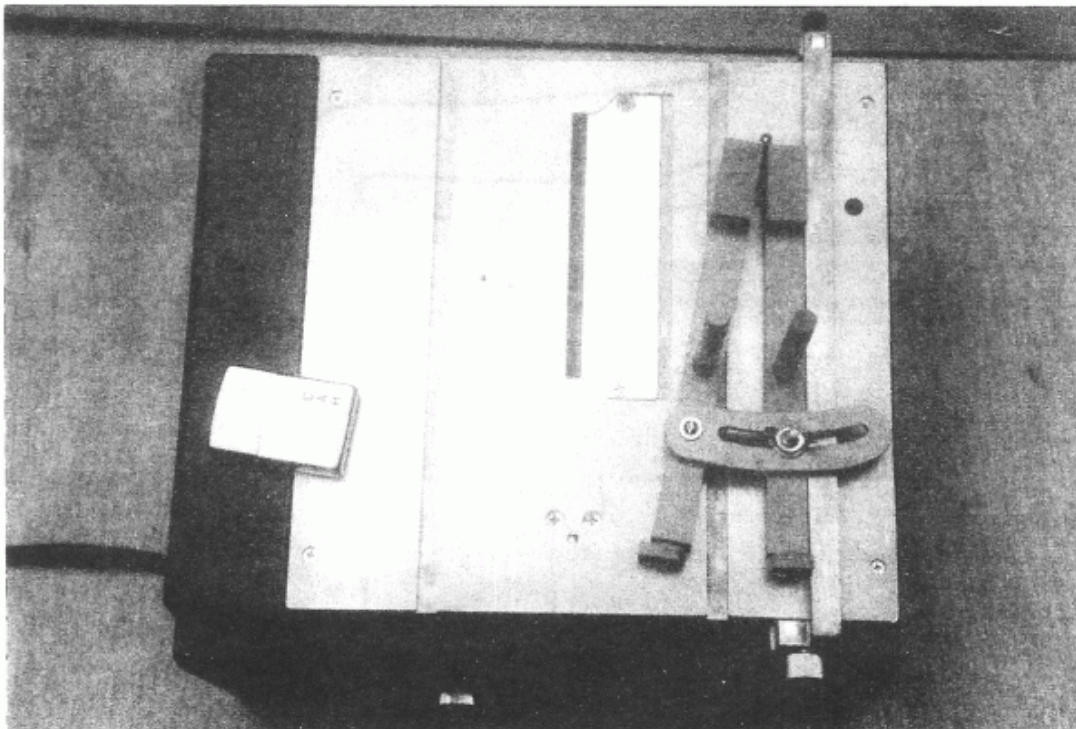
A taper jig can be a useful accessory for a model making table saw. Some are available in catalogs for about \$12 or more. But it's not difficult to make one, as attested by the accompanying photos and sketch.

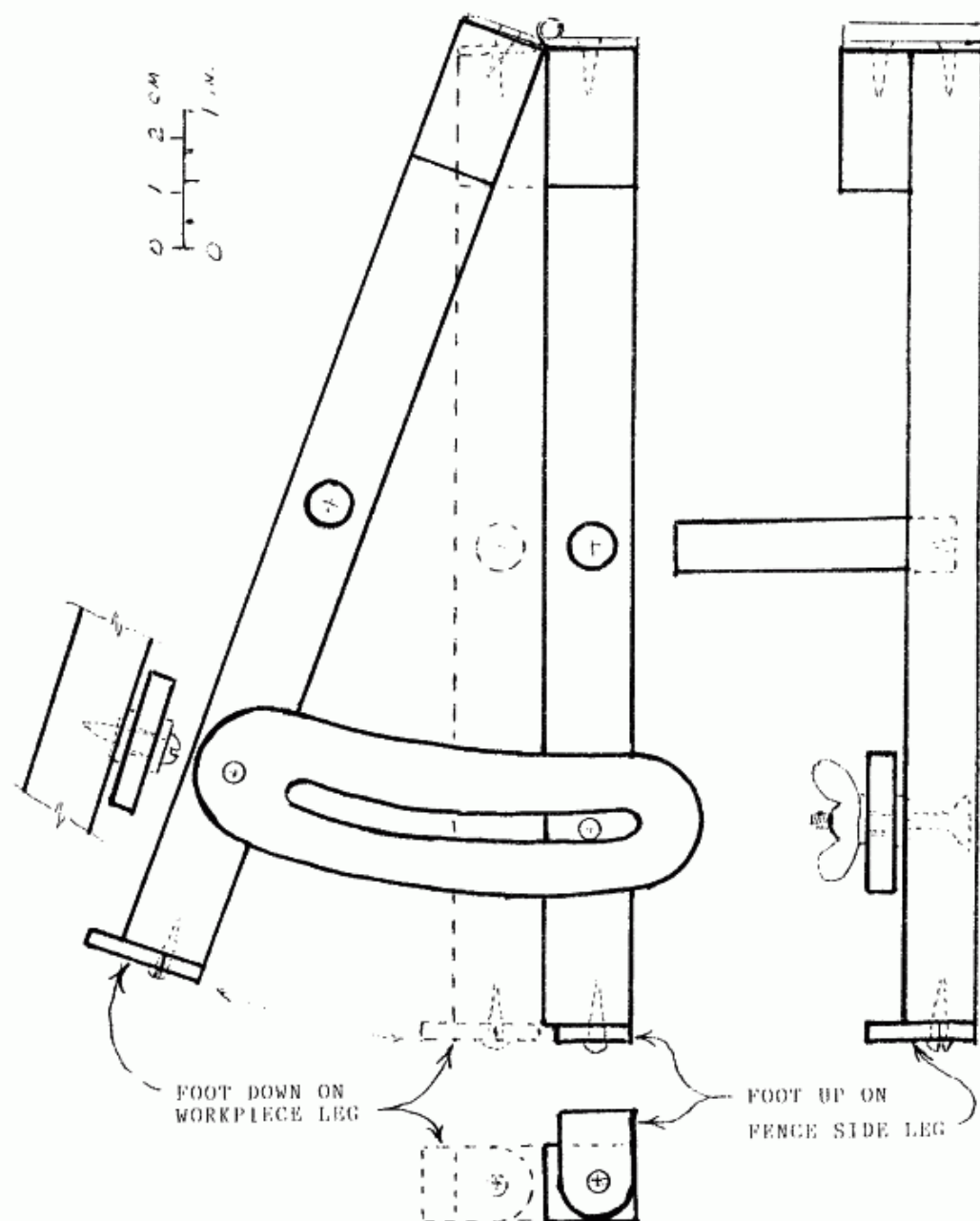
This jig was made to suit a Microlux brand (sold by Micro-Mark) 3" (7.62cm.) table saw which has a ripping fence height of $\frac{1}{2}$ " (1.27 cm.). The slotted angle-setting quadrant just clears the top of the fence. I honestly got a bit fancy in making the quadrant curved. A straight, slotted piece would also suffice, swiveling about the round head screw on the left arm.

Initially, the jig was made for right-handed use with a push rod only on the right leg and a fixed foot projecting from the base of the left leg. But it dawned on me that rotatable feet on either leg base and push rods on both would facilitate use with the fence on either side of the sawblade. This enables one to make consistent compound cuts on both sides of workpieces commonly thinner than the jig, with the saw blade tilted (to only one side).

All the materials were scrounged from what was available in my shop. Even if those had been newly purchased, I believe the cost would be reasonable. The legs are made from $\frac{5}{8}$ " (1.6 cm.) wide by $1\frac{17}{32}$ " (1.4 cm.) high milled strips of poplar and the quadrant was cut from $\frac{3}{16}$ " (5 mm.) plywood. The hinge is a standard 1-inch (2.54 cm.) square, attached with two screws to each arm.

The taper jig only required a half a day to make and I hope to be putting it to good use in the future.

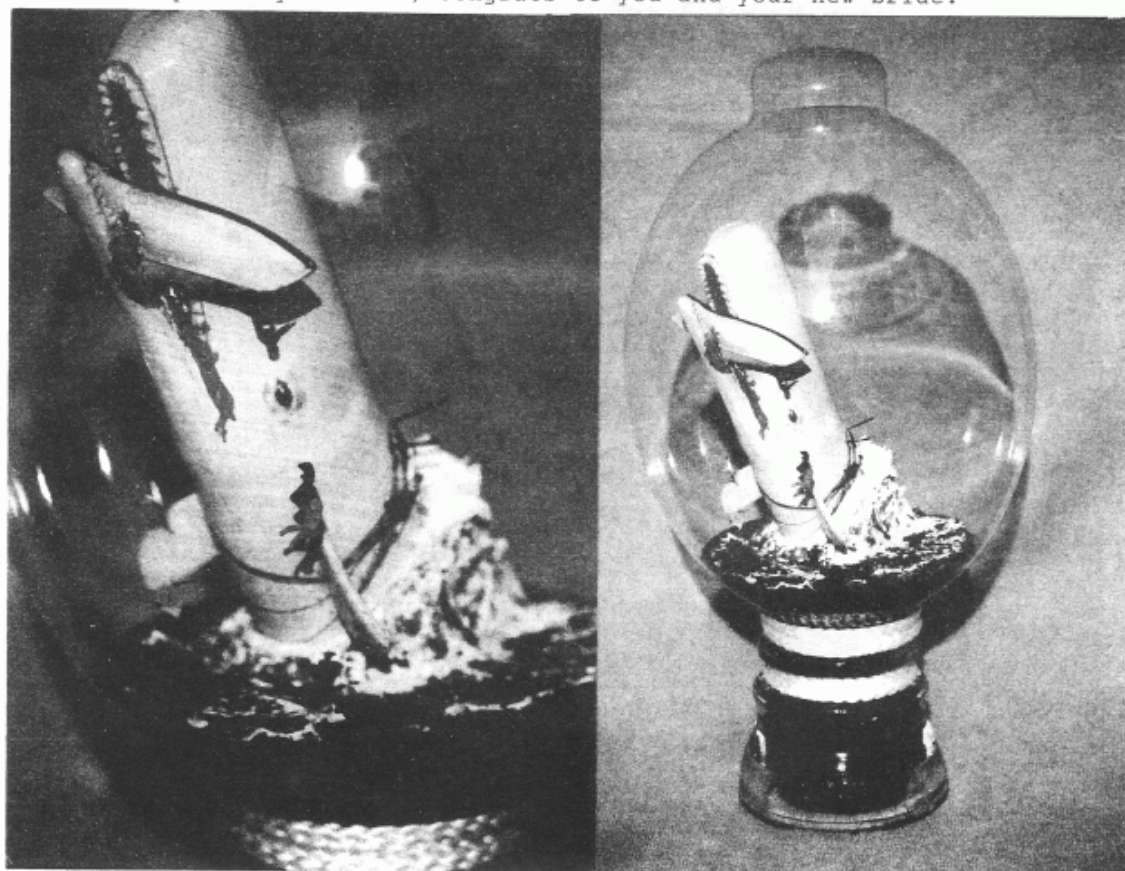






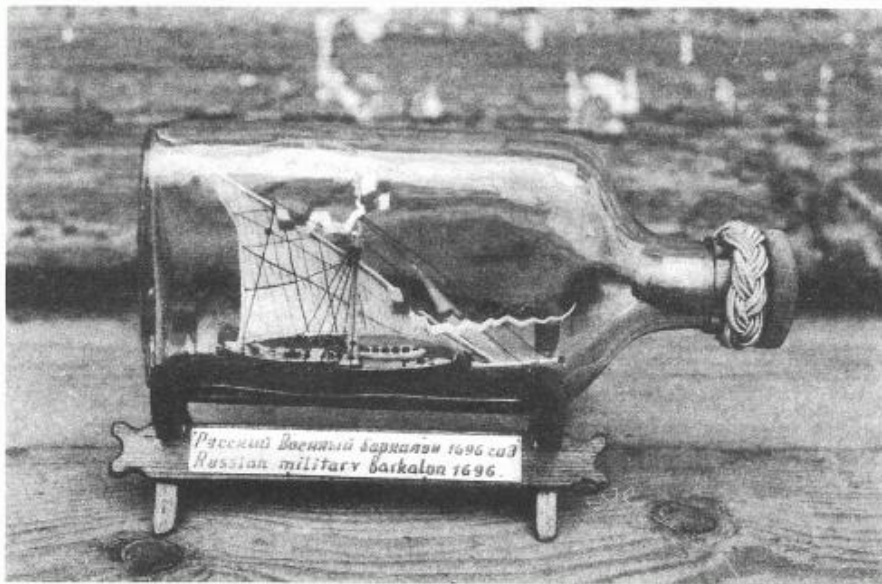
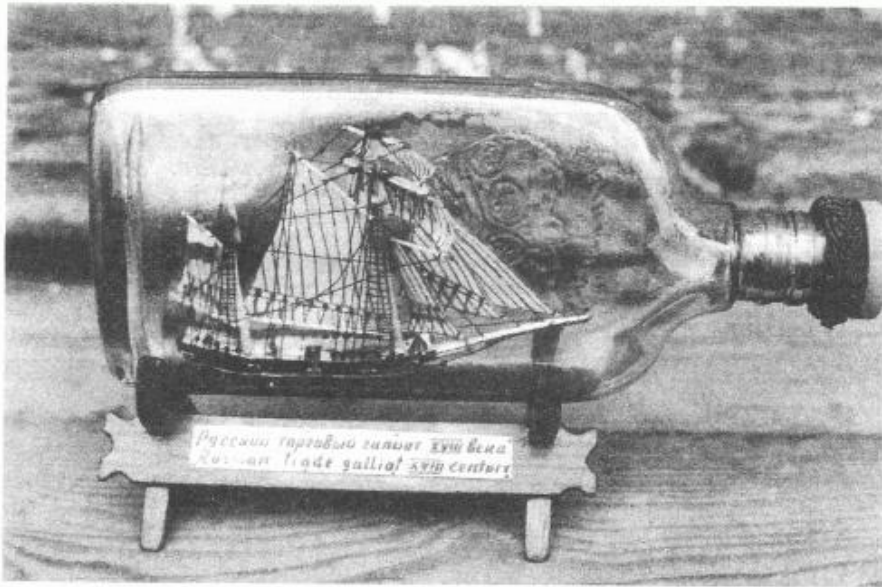
Three of our new members claim to have modeling experience but admit to being new commers as far as SIB's are concerned. David Crowell, of Canton, New York. Susan Kafitz, of Philadelphia, Pennsylvania and Jean Laperriere of St-Eustache, QC, Canada. Jack Youngblut of Kitchener, Ontario, Canada "Started when I was quite young, assembling piece by piece inside the bottle using brush bristles for standing and running rigging." And Per Jakob Fahlen, of Danmark, has been building for 22 years and is Curator of the Flask Peter Museum. Welcome aboard Ladies and Gentlemen and please remember, this is your journal. It is about you, what you do and how you do it. So please send in those articles, hints, tips and photos. Questions, problems, yes send those in too. Our members will try to help.

Edgar Fisher sent in the following photos of "Moby Dick" in a 1500 watt light bulb, the base is an old telephone insulator. The seagulls and one of the sailors are attached by a human hair. (Yeah, Chip I can't spare any either) Gongrats to you and your new bride.



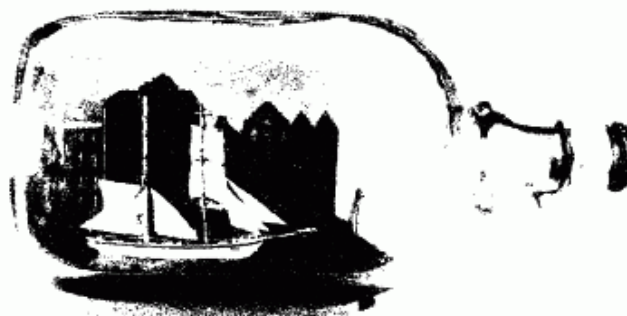


Gladilin Vsevolod of Moscow, Russia sent in the photos below.





Hans de Haan of Bergen op Zoom, Holland sent in photos of his work.
Below in a 2 liter bottle is a Barquentine drying its sails along
side the quay.



Hans also sent in the following information from "The Ship Bottlers"
the Japanese ships in bottles Association.

The Ship Bottlers



No. 64 1998

To Readers of "THE SHIP BOTTLEERS"
My name is Kaneharu Hats and I am a member of
The Japanese Ships-in-Bottles Association.
The pictures of my works are on a Japanese organ:
entitled "THE SHIP BOTTLEERS" (Vol. 56 photo
to II upside, Vol. 61 page 3 downside).
SIB Associations in foreign countries have homepages
ages by internet, but we don't have a homepage
yet. We are planning to establish our homepage
this summer.
Please tell me your HP URL by E-mail if you use
internet or have homepage on SIB.
We would like to provide the members in Japan your
information on SIB.
My E-mail address is :

khatabou@ma4.justnet.ne.jp
Kaneharu Hats



BOOKS

BY

Francis J. Skurka

U-Boat War

by Timothy J. Kutta.

Squadron/ Signal Publications Inc. of 1115
Crowley Dr. Carrollton, Texas 75011-5010,

publish a wide variety of books on specific subjects related to World War II. These all have pretty much the same format; Soft covered 8½"x 11" books with many detailed, black and white photographs and some colored paintings, lithographs or photographs, along with an abundance of facts and some history to explain, graphically, the subject matter.

You get a "big bang for your buck" when you purchase one of these books. The covers are nicely done and it's too bad you can't buy copies of this outstanding artwork. In this book, there are four pages of colored artwork showing 12 different U-Boat types and 60 different U-Boat and flotilla insignia.

Only 64 pages long, the author crams in over 100 photographs of U-Boats in various configurations, situations and conditions from both official wartime sources and private collections. The captions are clear, concise and brief. The whole format of these books is reminiscent of those famous magazines "look and Life"; the writing is tight and is like newspaper-man style. In the introduction, the history of submarines starting in 1896, is clearly and briefly explained leading into submarine activity in World War I and the aggressive activity of the German undersea fleet which lost 178 U-Boats and 33% of the Kaiserliche marine's officers and men. After the war, the service was renamed the Reichsmarine and although prevented by restrictions of the Versailles Treaty from building submarines, the Germans found a way.

A Corporation known as Ingenieur-Kantoor Vor Sheepsbouw sponsored by Krupp, the German steel and armament giant, was created in the Hague, Holland, in 1922. Ostensibly created to design boats for other nations and since it operated in Holland, the treaty was not violated and the Germans designed all the U-Boats they wanted.

The Germans, fully understood, more than any other nation, what a valuable offensive weapon the U-Boat had become. Besides all the great powers were concentrating on Battleship design and construction. Meanwhile, the Germans with Krupp, developed training schools, anti-submarine schools, repair and maintenance programs and facilities and by 1935, the new undersea force had a design and construction bureau, experienced builders and a nucleus of trained officers and crewmen.

Kapitan zur see Karl Donitz, an experienced U-Boat Captain from World War I, was appointed to head the new U-boat Service. He developed the new tactics of coordinated night attacks and the "Wolf Pack" plan of attack, which became the hallmark of German U-Boat warfare in World War II; the system almost won the war and the renamed Kriegsmarine was the only factor that worried the British.

The rest of the book is devoted to submarine battles, the battle of the Atlantic (longest battle of the war) and various other aspects of the role of the U-Boat in modern warfare. Much attention is paid to the development and improvement of the U-Boat as the war progressed. In the end, the allies prevailed and on 4 May, 1945, Admiral Donitz issued the final orders for vessels to return to base and surrender. A total of 221 U-Boats were scuttled by their crews; 83 were destroyed in the last months of the war and only 156 U-Boats actually surrendered. Germany built 1162 U-Boats, manned by 49000 officers and men and all of these boats were operationally used.

BOOKS- Continued.

They sunk 4600 merchant ships (over 21 million tons) and destroyed 175 allied warships. They killed over 30,000 sailors and seamen. The Germans paid a high price too: 785 U-Boats and 28,000 U-Boat crewmen and officers died on operational patrols with another 5000 men taken as prisoners. By May 1945 the Kriegsmarine's " Grey Wolves " had been virtually annihilated .

Much information and all photographs in this book are from " Shark Hunters International " , the following is a direct quotation from the book:

" Shark Hunters International is an organization dedicated to the collection, preservation and dissemination of information on submarines. In existence since February 1983, its world wide membership has thousand of members from 64 countries, among which its members are American, Japanese and German submarine Captains from WW II, top Admirals from the United States, former Soviet Union and Chinese Navies, as well as scholars and naval enthusiasts from around the world. The British Broadcasting System called " Shark Hunters " the most respected and authoritative source in the world on history and activities of WW II German U-Boats. " Shark Hunters " membership is open to all who are interested in submarines. For information on their monthly magazine or membership contact:

Shark Hunters International Inc.

P.O. Box 1539

Hernando, Fl. 34442

Tel. (352)637-2917

Fax. (352)637-6289.

I purchased this book for \$10.95 at a historical arms show. If you're interested, write the publisher.



Editors note:

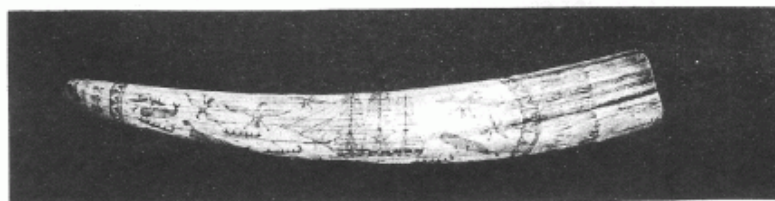
Congratulations are in order. On December 21, 1998 Frank's son Matthew and his wife Deborah presented Frank with THREE (3) new Grand Children;
Timothey-4lbs.
Olivia-4lbs-2oz.
Marisa-3lbs-11oz.

Grandpa Frank has been very busy making cradles.

Congratulations Frank and thanks for those beautiful pieces of Maple.



And here is the Scrimshaw tusk that they will hold.



Flissenscheepjes



Jan Visser
Conservator
Tel.: 0228 31 88 38

Dijk 2
1601 GJ Enkhuizen
Tel.: 0228 31 77 62 Fax: 0228 31 35 55

Het museum is gevestigd, in het
"Spuihuisje" uit begin 17e eeuw
Zuidspui 1 1601 GH Enkhuizen

Tel.: 0228 31 85 81

Ray Handwerker, Editor
The Bottle Shipwright
5075 Freeport Drive
Spring Hill, Florida 34606

Dear Ray:

This year for a vacation I decided to see the northern part of Europe and Scandinavia. I remembered reading in the Bottle Shipwright an article by Bob de Jongste about a Dutch Museum of Ships in Bottles. I have been traveling quite a lot in the past few years and try to see every Maritime Museum I can. Especially looking at Ships in Bottles. Bob gave the name and address of Jan Visser the museum conservator in his article. When I realized I would have a couple days in Amsterdam I wrote to Jan to be sure the museum was open.

I left Amsterdam by train at 8:30 am, and rode through the most beautiful countryside filled with rivers, lakes, farms, animals and lots of acres growing flowers. After an hour I reached the town of Enkhuizen. The town was like stepping into the 1st century. It was a beautiful day and the port was filled with sailing vessels. The town was like a post card everything so neat and clean.

I had no trouble finding the museum. The museum building dates from the early part of the 16th century and contains the original sluice-gate, which was used to close off the inner harbor, dug in 1361, from the Zuiderzee. Jan Visser and his staff were on hand to meet me, and treated me like royalty. The museum has the finest collection of Ships in Bottles that I have ever seen. Every SIB is displayed so that all parts can be seen, and it was well lit. (So many museums are dark.) I believe this must be the largest collection of SIB's in the world, there are over 500 specimens. There is also a diversity of sizes from the smallest scent bottles to a 30 litre wine flagon. The museum also has a person to demonstrate how the ships are put into the bottle.

This trip to Enkhuizen was really the highlight of my vacation, I also visited the Island of Aero in Denmark and saw the museums in Marstal and the Flak Peter Museum in Aeroskobing, the Viking Museum, Kon Tiki Museum, and Fram Museum in Oslo, Norway, and the Wasa Museum in Stockholm, Sweden.

If you are planning a trip anywhere near Holland I would really encourage you to take the train from Amsterdam to Enkhuizen to the wonderful Flessenscheepjes Museum.

I am enclosing a photo of Jan Visser in front of the museum, along with a brochure.

Very truly yours,

Carole A. Wilson

Carole A. Wilson
440 S.Brea Blvd.#C
Brea, Ca. 92821



SPINDRIFT BY F. J. SKURKA

The Leichtung Workshops of 1108 North Glenn Road, Casper, Wy. 82601, offers a good buy on a miniature hand drill with bits. Power drills break small size drill bits and this well designed hand drill with six bits not only prevents breakage, but allows for precise holes. The knurled handle gives unerring hands on control to drill the hole exactly where you want it. Six high speed drill bits sizes, 62-64-66-68-70 and 72 store in the aluminum handle. It has a quick release brass collet, a pocket clip and is 4 1/2" overall. This No. 101196 hand drill kit was \$14.99 and now sells for \$9.99.

A 20 piece drill bit set for this drill has 20 high speed steel bits numbers 61 through 80 and comes with a metal case and drill index. This No. 100255 set sold for \$12.99 and is now \$9.99. If you own a miniature power drill press you stand to prevent bit breakage by using a pin chuck. Leichtung offers a precision pin chuck with 3 inter changeable collets which center the bit properly. The hardened steel shank is 1/4" in diameter and is 2 1/8" long. The chuck without bits is No. 31070 and is marked down from \$7.99 to \$4.99.

You can save \$2.00 if you purchase the pin chuck plus the 20 piece mini drill bit set.

This offer is No. 31088 and costs \$12.98. Their 24 hour toll free number is 1-800-321-6840.

Tongue depressors, used by Dentists, Doctors and health care professionals are hardened birch round end billets, usually 6"x11/16" x 1/16". The wood is dense and straight grained and is ideal for detailed carving as the grain is fine and close. You can buy these in drug stores. I got mine from my doctor.

The 3M Company has recently marketed a unique sanding tool "Contour surface sanding sponge" which is a 4 1/2" x 5 1/2" x 3/6" sponge with a very fine abrasive surface.

This pad is rated at "extra fine" (probably a 400-450 grit) which can be used on wood paint, metal, plastic, drywall and contoured surfaces. It can be used wet or dry and can be rinsed out and re-used. When used on models, it easily cut into smaller pieces for use on small parts. I paid \$1.50 at the local paint store.

The Norton Company also came out with a new product they call the "Between coats finishing pad," which is a 4 3/8" x 11" artificial fiber pad for sanding between coats of stain, sealer or varnish on wood surfaces. The pad has an open web surface which resists clogging, is washable and re-usable for long life. It is flexible for hard to reach surfaces replaces steel wool and won't rust or shred. A special note here; Many new finishes cannot take steel wool, as the fine metal dust imbeds in the surface. This pad fits the bill.

It too can be cut into small pieces for model work. This pad costs \$1.60 at the local paint store.

If you have worn out, soft gum soled shoes, don't throw them away. Cut the sole off and use it as an abrasive belt cleaner. It works well on sanding belts and disks and on sheets as well. Cut up the upper part of the shoe and cement pieces, cut to fit, on the jaws of clamps.



Notes From The Membership Chairman by Don Hubbard

I recently received a letter from **Bob de Jongste (the Hague, Netherlands)** announcing his changed E-mail address and new homepage. Since Bob is so active in our organization I decided that this information should receive top billing on my page.

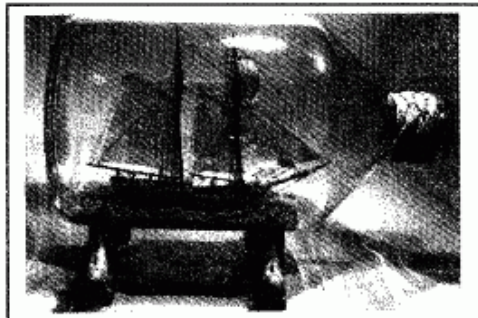
E-mail: bobdejongste@wxs.nl and his Home Page: <http://home.clara.net/hjongste/sibnl.htm>

In addition to his address change, Bob sent along a copy of a framable document that he received from the German SIB Association (Deutsche Buddelschiffe Guild) commemorating his ten year membership in the Guild. This is a very nice idea, and I would like to implement something like it for the SIBAA, but sadly my records do not show original enrollment data. Perhaps we should just make up a framable document testifying to your membership, and give one to anybody who requests a copy. I have the necessary document paper. Just a thought - any comments?

New member, **Per Jakob Fahlen (Aeroskobing, Denmark)** is the curator of the Flask Peter Bottleship Museum in that town. (Flask) Peter Jacobsen built over 1,700 bottled models and some 23 large panoramas featuring sailing ships during his lifetime, and established the now famous museum in 1943. The museum now receives about 35,000 visitors a year and was recently shown on Rick Steves television show "Travels in Europe". Mr. Fahlen has been building bottled ships for the past 22 years himself, and has a fondness for American schooners. Some of his schooner models have been sold to American collectors as well as to Europeans and others.

Chuck Nichols, QMC, Ret. (Toledo, OH), and a long time member of our Association, sent in his dues check with a note telling of the one week September visit of the replica of Commodore Perry's Flagship, "NIAGARA". Said she came up the Maumes River with all sails flying and was given a gun salute. Understandably Chuck mentioned that he had "Goose bumps". Must have been something to see.

Bernd Braatz (Berlin, Germany), sent the accompanying picture of the Colonial Schooner, HANNAH, which has been one of the gold medal winners at two separate modeling exhibits. At the German Championship Competition near Stuttgart, Germany, he entered three models ("Hannah", "Fair American" and a "Whaling Bark") and won three gold medals, and at the World Championship Ship Modeling Competition at Danzig, Poland, he did it again with three gold medals. He is sending an article about the building of HANNAH (in



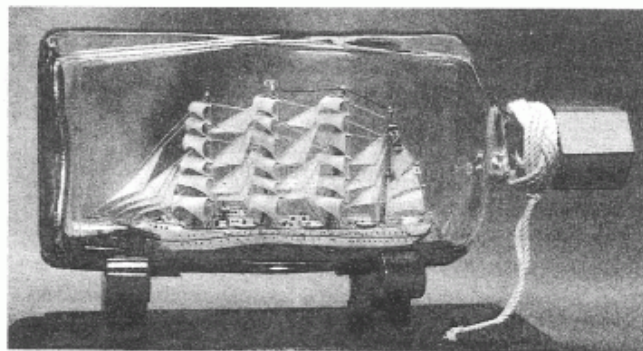
a 5 liter bottle) to Model Ship Builder Magazine and when it is printed we will do a reprint (with MSB permission). The HANNAH took 250 hours to build and uses cherry, pear, nut wood and bamboo. We should all be proud to have such talent in our ranks. The detail on these ships is awesome to behold. Congratulations, Bernd!

Gil Charboneau, Edgecomb, ME, is currently displaced from home while he works on a 65 foot long gaff-rigged schooner in Seattle, WA. After the vessel is completed it will be transported overland to Maine for launching. The new owner plans to cruise the Eastern seaboard from New England to the Bahamas. Gil is a well qualified ships carpenter and has been a friend of the owner for a number of years. What do you bet that a model of the new ship will find its way into one of Gil's bottles?

Our man in India, **Chris Nair (Jabalpur, India)** finally managed to get off a nice two page letter to me after a rough bout with a costly though repairable heart condition and then a kidney stone, which has since been ejected. Chris is a plank owner in this outfit and we have always been fascinated by his resilience in bottling models. I have several of his models including the Wyoming and a model of the Catalina PBV aircraft that I flew when in the Navy. Early on Chris mentioned that India is a "dry" country and that liquor bottles were hard to come by. We mentioned this in this newsletter and several members shipped bottles to Chris so that he could continue his labors. He has since gotten around the problem by building in light bulbs, and recently in medical bottles. Currently he is teaching our art to three former Indian army comrades and has urged them to join our Association.

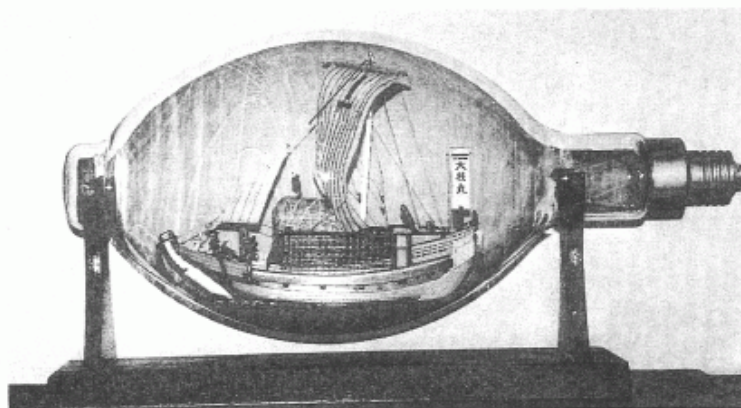
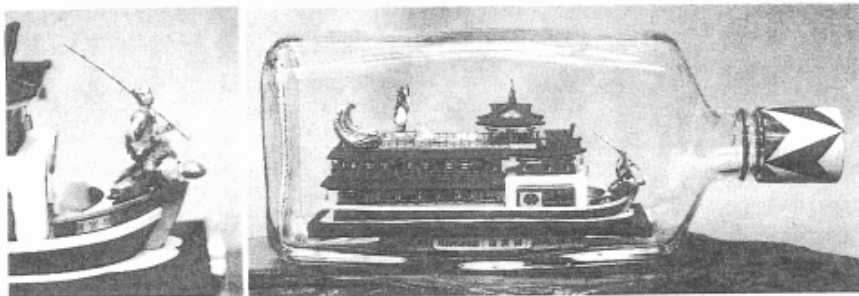
Member **Adam Mello (Calistoga, CA)** is Commodore of the Redwood Empire Shipwrights, a new and growing ship modelling club. Their newsletter has been coming my way and contains many nice modelling tips. One nice wood bending tip which some of you might want to use is to soak planks (up to 1/16th inch thick) in non-sudsing ammonia for an hour or so, then remove, bend to shape and let dry before gluing. It might help with some of those small but stubborn pieces that need to be bent to form gunnels and such.

Oh yes, one last item, and the reason that my notes are skimpy this time: My lady, **Kay Frances Boldt** and I, were married on October 17th in the Navy Chapel at the Naval Air Station, North Island, San Diego. Kay is a professional watercolorist of no small talent and has her own gallery/studio right next to the San Diego zoo and museums. Since we have been companions since 1978 I thought it was time. She and her kittle are now living with me and mine in Coronado.

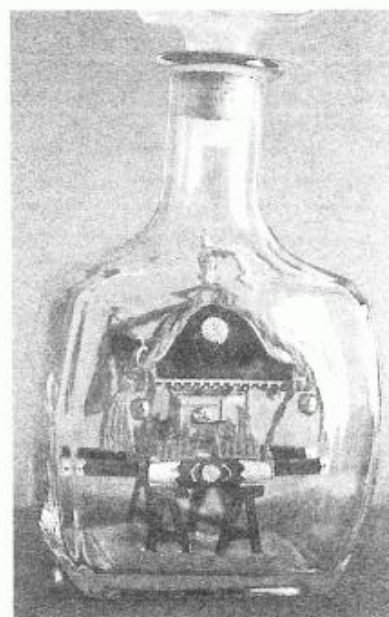
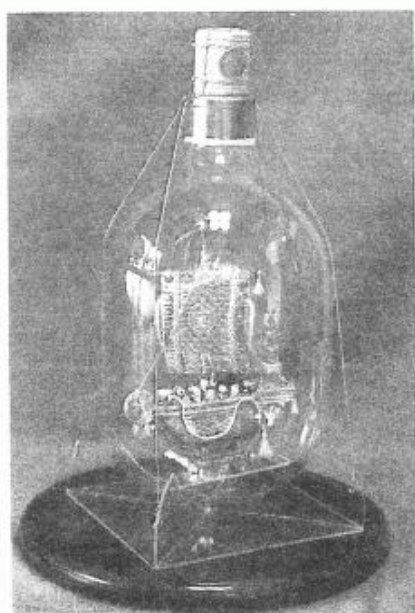
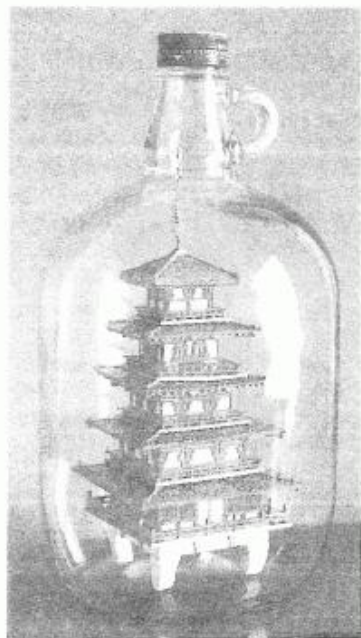


MODELS FROM THE JAPANESE ASSOCIATION NEWSLETTER
Edited by Juzo Okada

(The following photos are reproduced from the latest copy of the Japanese Ships-In-Bottles Association newsletter, The Ship Bottlers. Regretfully the captioning is in Japanese, but the quality of the models needs no explanation. Don Hubbard, Associate Editor)

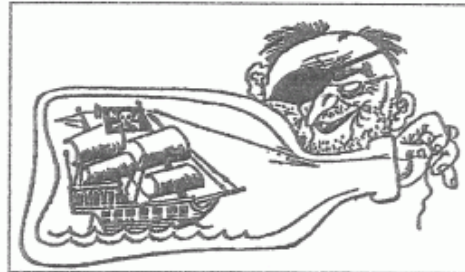


Japan (continued)



From Bob de Jongste
13 Van Hoornbeekstraat
2582 RA THE HAGUE,
Netherlands

To Ray Handwerker
5075 Freeport Drive,
SPRING HILL
Florida 34606
U.S.A.



September 29, 1998

Dear Ray,

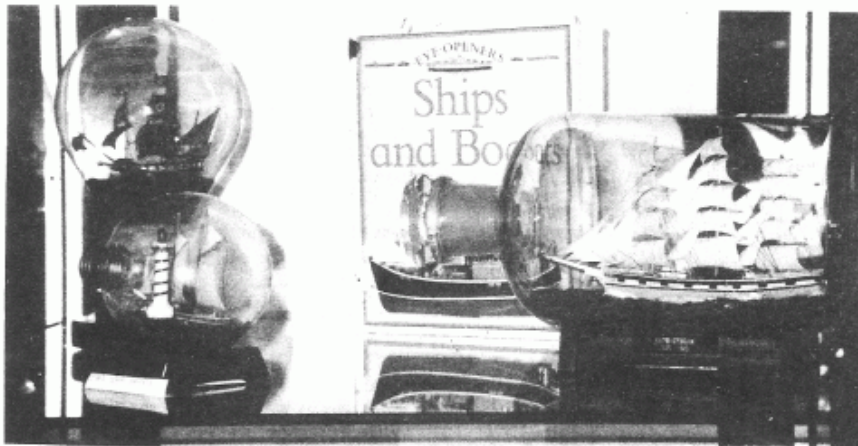
Please note, that my e-mail address as well as my homepage have been changed and I kindly request you to make the necessary corrections in the next issue of "The Bottle Shipwright".

The new e-mail address is
bobdejongste@wxs.nl

The new Homepage is
<http://home.clara.net/hjongste/sibnl.htm>

With kindest regards,

Bob de Jongste.



Prez. Jack Hinkley took the photo above at the London Ontario Library while on vacation.

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$20 surface, \$30 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$20 surface, \$25 airmail.

MAKING SHIPS IN BOTTLES

Matching **KIT** of essential parts, tools and materials can now 'get you started' quickly....kit contains sufficient for making TWO ships in bottles – the 2 masted 'Beginners' and a Three Masted Barque. Bottle not included. Price \$45 surface, \$50 airmail.

All available from Marine Arts, Seascape, King Street, Robin Hood's Bay, N.Yorks, England . YO22 4SH
STERLING CHEQUES or DOLLAR BILLS ONLY,
please. VISIT MY WEB SITE for further details & color pictures – <http://www.seascape.demon.co.uk>


"E" MAIL ADDRESSES

Alan Achor (aachor@altera.com)
 Lee Aldrich (laldrich@kalnet.com)
 Jochen Binikowski (binikowski@aol.com)
 Richard Blandford blandford@stlnet.com
 Gwyl Blaser (blaser@cc.usu.edu)
 Andy Bloom (docbloom@aol.com)
 Saul Bobroff (pcentor@usa1.com)
 Rod Brown (jsrsb2@acad1.alaska.edu)
 Ralph Browning (rbrownin@micron.net) (new)
 Bernd Braatz (postbox@resy.vws.tu-berlin.de)
 Howard Chapman (76243.2702@compuserve.com)
 Roman Chmielewski (romanc@worldnet.att.net)(new)
 Maurice Cornelis (cornelis@snip.net)
 John D. Davis (jdavis6169@aol.com)
 Miles G. Dunscombe (dunscombem@aol.com)
 Robert Evans (gmese8@aol.com)
 Chip Fisher (fisherab@aol.com)
 Richard Hegge (sibcto@gnn.com)
 Don Hubbard (hubbarddon@aol.com)

Peter J. Iversen (fledmus@whidbey.net)
 Bob de Jongste (welcom@worldaccess.nl)
 Jim Kears (werotsha@lindsaycomp.on.ca)
 Andreas Lier (andreas.lier@t-online.de)
 Don McLaughlin (w8zjymcl@webtv.net)
 Steven J. Nelesen (subsandwich@mindspring.com)(new)
 Artem Popov (popov@pol.ru)
 James T. Scofield (jimbo@lightspeed.net)
 Kevin Seufert (leprechaun@cnsii.com)
 Ralph Sprague (saint1@icpnets.com)
 Dave Sundberg (dodag@juno.com)(new)
 George D. Villiers-Furze (potro@msh.com) (new)
 Randy Westervelt (shipbotler@aol.com)
NEW World Wide Web server <http://www.shipbottle.ru>
Dutch SIB Assn. Website:
<http://www.worldaccess.nl/~welkom/HOME.HTM>
 (Note: The final part must be in caps or it may not work.
 You will find a Dutch, English and Austrian version, each
 with its own music.

jfox3@win.brightnet (John Fox III)

Handblown Bottles



from
**Church & Maple
 Glass Studio**
 Burlington, VT 05401
 phone/fax (802)-863-3880

Approximately 4" x 8"	\$ 35
6" x 11"	\$ 65
8" x 15"	\$ 95

All with
1" necks

+ 7% packing & shipping

Custom Orders upon request

THE SHIPS IN BOTTLES ASSOCIATION OF AMERICA

ORDER FORM

TO: RAY HANDWERKER, 5075 FREEPORT DR., SPRINGHILL, FL. 34606

Please Send:

- () WHITE VISOR CAP
WITH SIBAA EMBLEM @ \$ 6.00 _____
- () T-SHIRTS WITH
SIBAA EMBLEM @ \$12.00 _____
Small, Medium or Large _____
- X/Large Available @ \$ 3.00 additional
XX/Large Available @ \$ 5.00 additional.

Total Enclosed _____

- () sm.
() med.
() lg.
() x/lg.
() xx/lg.

DO NOT SEND CASH---CHECK OR MONEY ORDER ONLY. MADE PAYABLE TO:
RAY HANDWERKER, 5075 FREEPORT DR. SPRINGHILL FL. 34606.

NEW--- GOLF SHIRTS---short sleeve pullover, one pocket SIBAA logo
above pocket . SM, Med, Lg. \$20.@ X/Lg. \$23.@ XX/lg.\$26.@
() GOLF SHIRTS _____



WHITE
ONLY.



Show the flag and support your Association by displaying our fine emblem!

Order Blank

To: Ray Handwerker, 5075 Freeport Dr.
Springhill, Fl. 34606.

From: _____

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Please send:

- () 4 inch Embroidered Emblems @ \$3.00
- () 3 inch decals @ 1.25 each or 2/\$2.00
- () 3 inch metal badge @ \$4.00

Total enclosed: _____

ADVERTISING RATES.
Business Card- \$10.
1/4- One Quarter Page- \$20.
One Third Page- \$30.
Full Page- \$ 60.

The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-in-Bottles Association of America" and sent along with ad copy to: Mr. Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178.

DO NOT SEND CASH--Check or money order only.
Made payable to Ray. Handwerker, 5075
Freeport Dr. Springhill, Fl. 34606.

We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf notebook. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

There are still a few copies of the 10th Anniversary cover, that was painted by the late George Pinter, available and suitable for framing. (Mine looks great framed) Carolyn Pinter could use a little help. Cost is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Ma. 02338.

PERMISSION TO PUBLISH

revised 1997

I, _____, hereby grant the Editor of the Bottle Shipwright
permission to publish the enclosed article/manuscript entitled: _____
Photo/s captioned: _____
and written/photographed by: _____

(please print name in full)

Cartoon/s, trademark/s, newspaper/magazine/newsletter articles or photographs,
captioned/entitled, _____
Written/drawn/photographed by: _____

(please print name in full)

I, _____, hereby also grant the Editors of Buddeschiff Express,
(Germany) The Ship Bottlers, (Japan) Rose des Vents, (France) The Bottle Ship,
(European) Welkom aan Boord, (Netherlands) permission to publish the enclosed
article/manuscript entitled: _____

Photo/s captioned: _____
and written/photographed by: _____

Granted, _____ Not granted, _____ indicate yes or no and initial. _____

IF MATERIAL DID NOT ORIGINATE WITH THE PERSON SUBMITTING MATERIAL

Enclosed herewith is the permission slip from the copyright holder to reprint the
article/s, photograph/s, cartoon/s, illustration/s, enclosed.

GENERAL RELEASE

I understand that the Ships-In-Bottles Association of America, and the Bottle
Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff,
blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any
copyright or trademark rights of any person, corporation or company. I further agree that I
will hold the Ships-In-Bottles Association of America or the Bottle Shipwright
blameless/harmless for any costs, damages, expenses that may result from said libel or
copyright infringement.

Address: _____

City: _____ State: _____ Zip code: _____

Area code and telephone number: _____

Signature: _____ Date: _____

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.



BOTTLESHIP



EUROPEAN
ASSOCIATION
of
SHIPS IN
BOTTLES



1998



TO WHOM IT MAY CONCERN:-

The Association is a non-profit making organisation of approximately 170 Members who produce their own magazine, 'Bottleship', four times a year, it is for circulation solely within the membership and is strictly not for resale.

Current subscription rates are (per annum) :- £12 U.K.; £13 rest of the world: \$20 U.S.A. and Canada.

MEMBERSHIP is granted to all persons.

For further information, please write to the **MEMBERSHIP SECRETARY** to whom Membership fees should be sent.

Pat Labistour, "Seascope", King Street, Robin Hood's Bay
North Yorkshire YO22 4SH -tel. 01947 880512

Sterling Cheques or Foreign paper currency only, please.